

[REDACTED]
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NRO REVIEW COMPLETED

12 April 1963

MEMORANDUM FOR THE RECORD

SUBJECT : Dirty Pool

REFERENCE : Memorandum for the Record, dated 8 April 1963,
Subject: M-2/BJ Committee [REDACTED]

1. On Tuesday afternoon, 9 April, an informal review was held for General Greer on proceedings up to then of the group described in the reference memorandum. The group recommendations at that time were agreed to by all, but perhaps with differing surety or emphasis as follows:

- a. Restart BJ on an eight flight schedule leading to an eventual C-375 camera configuration.
- b. Start M-2 and continue to a sensible decision point.
- c. Start MK-8 recovery vehicle development for use in either case or with M if appropriate.
- d. Continue TAT improvements, but plan for Atlas boosters for either BJ or M-2 on basis of present knowledge.

2. On Wednesday, 10 April, at 1830 hours, a report was rendered by the committee chairman to Secretary McMillan with General Greer and others attending. The session was introduced by General Greer, who stated to the Secretary that these views were unanimous among the committee. The same main points were made as listed above. The Secretary observed that he would expect some more formal presentation or documentation in the future as basis for decision.

3. I record the following observations as a matter of information only.

- a. It was not emphasized in the briefing to the Secretary that reinstitution of BJ, using the four cameras, will produce quality better than the previously

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advertised 10' only by flying at lower altitudes; and that one or two committee members believe that MURAL at the same altitude will produce competitive quality. The "restart" costs of BJ were said to be inconsequential, which I doubt, but cannot challenge for lack of data; on the other hand the WPIC representative stated that the improved scale of BJ over M will be of significant benefit.

b. The development cost of the total recommended package (BJ, M-2, MK-8, etc.) was given [REDACTED] This includes an arbitrary reduction of [REDACTED] in cost of simonizing BJ to the improved C-375 configuration. This was explained as due to a change in management procedures.

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c. The relative timing of the two systems was clouded by the 5-6 month availability for flight of existing BJ hardware and lack of a forecast of time needed to grow to C-375 configuration quality vs a slightly more conservative forecast of availability of M-2 than as given by the vehicle or camera contractors.

4. At this juncture a dissent is not in order since a formal committee report is in preparation.

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(Special Activities)

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